

AT 78 GOES HOME TO START AGAIN

Ex-Senator Stewart, Many Times
a Millionaire, Is Poor Man
in His Old Age.

IN CONGRESS FORTY YEARS

Is Robust and Hearty and Be-
lieves He Can Regain
Fortune.

(Special to The Times-Dispatch.)
WASHINGTON, April 4.—Former Sen-
ator William M. Stewart, of Nevada, who
retired from the Senate March 4th, after
an almost continuous service in the
upper branch of Congress for forty years,
has gone back to Nevada to open a law
office and start life anew.

Seventy-eight years old, and looking
like a patriarch, Stewart has gone forth
hopeful and in good spirits, believing that
he may regain at least one of the fortu-
nes he has lost since he first came to
Washington.

Politics seldom develop such a figure
as Stewart has been, and few careers of
such apparent brilliancy have ended as
his appears to have done.

For more than thirty years of his ac-
tive political life Stewart was many times
a millionaire. He was an extensive mine
owner, not only in Nevada, but in other
Western States, and Nevada was looked
upon politically as Stewart's "pocket bor-
ough," used by him to keep him in the
United States Senate for purposes of
amusement and profit, as the opportuni-
ties offered.

Big Losses in Real Estate.

Twenty years ago Stewart was one of
the very rich men of the Senate. He
built the first of the palatial residences
in the West End of Washington, in a
locally now occupied entirely by the
homes of the very wealthy. Stewart
Castle, as the house was called, was for
a long time one of the show places of
the city.

About this time he began investing
very heavily in Washington real estate,
and as the profits from that form of
investment had been very high, his
city developed. Stewart conceived the
idea of forcing development in the direc-
tion of his own property. The scheme
did not work well, and his losses were
heavy.

Unfortunate mining speculation fol-
lowed, and a few years ago it was rum-
ored about Washington that Stewart
was in embarrassed circumstances.

About this time, as a member of the
Senate Committee on the District of Co-
lumbia, he became interested in the sub-
ject of pure milk. He decided to go into
the milk business, and bought a farm
in Virginia, which he tried to make a
model dairy farm.

Sold Milk at a Loss.
He also established milk depots in this
city and bought wagons and horses to
deliver the product of his farm.

Ostensibly he did a splendid business,
but the milk he sold cost him more than
he could sell it for. With the collapse of
the dairy business the last of Stewart's
fortune disappeared.

That is why he is now going back to
Nevada to practice law. He is an au-
thority upon mining law, and it is not
improbable that he will make money.
In spite of his advanced age, he is still
robust and hearty, and has preserved a
great deal of the strength with which he
started life more than half a century ago
with a pick and shovel in the Western
mines.

During his forty years' residence in
Washington Stewart has lived luxuri-
ously, and his friends are wondering how
he will stand the privations of life in the
West. At his age the spectacle he
now presents is one of the most striking
in the politics of the last half century.

Patents and Appointments.

(From Our Regular Correspondent.)
WASHINGTON, D. C., April 4.—Patents
issued: Chester A. Wilson, Pleasant
Valley, saw mill set works.

North Carolina—Harmon E. Grimsley,
Winston-Salem, veneer cutting machine.
Rural route No. 5 ordered established
May 2d, at Wilson, Wilson county, N. C.,
serving 45 people and 55 houses.

Rural carriers appointed:
Virginia—Dublin, route No. 2, Charles
W. Graham, carrier; Jack Smith, sub-
stitute; Rileville, route No. 1, Robert V.
Huffman, carrier; John R. Huffman, sub-
stitute.

North Carolina—Houlihanville, route No.
1, Philip Kennedy, carrier; R. H. Ken-
nedy, substitute; Morven, route No. 2,
Thomas Gathings, carrier; John Lewis,
substitute; Pleasant Garden, route No. 1,
John Lewis, carrier; John Lewis, sub-
stitute.



Here's a Bumper,
Let it be a bumper,
Night, morning or noon,
December or June—
Any old time—

Old Barbee Whiskey

Bottled in Bond

The golden grain of Old
Kentucky turned into youth,
good cheer and gladness.
Age and purity guaranteed
by the U. S. Government.

Ask for Old Barbee.

You'll know you're getting it, if
government stamp is over cork.

Jno. T. Barbee & Co., Louisville, Ky.

Say Plainly to Your Grocer

That you want LION COFFEE always, and he,
being a square man, will not try to sell you any-
thing else. You may not care for our opinion, but

What About the United Judgment of Millions

of housekeepers who have used LION COFFEE
for over a quarter of a century?

Is there any stronger proof of merit, than the

Confidence of the People

and ever increasing popularity?

LION COFFEE is carefully se-
lected at the plantation, shipped
direct to our various factories,

where it is skillfully roasted and

carefully packed in sealed pack-
ages—unlike loose coffee, which

is exposed to germs, dust, in-
sects, etc. LION COFFEE reaches

you as pure and clean as when

it left the factory. Sold only in

1 lb. packages.

Lion-head on every package.

Save these Lion-heads for valuable premiums.

SOLD BY GROCERS EVERYWHERE

WOOLSON SPICE CO., Toledo, Ohio.

Robert Fentress, carrier; Charles Elliott,
substitute.

Hearing Before Commission.

(By Associated Press.)

WASHINGTON, April 4.—Several im-
portant hearings will be held by the In-
terstate Commerce Commission in the
near future. One of the cases is that of
George M. Spiegle and Company vs. the
Chesapeake and Ohio and the Pennsylv-
ania Railroad, alleging a higher rate
on oak lumber from Afton and Gordons-
ville, Va., to Philadelphia than from
Staunton and Basic City, Va., to Phila-
delphia, which will be heard April 20th,
in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

Another case is that of the Pennsylv-
ania Railroad vs. the Chesapeake and Ohio
Railroad, alleging a higher rate on oak
lumber from Afton and Gordonsville, Va.,
to Philadelphia than from Staunton and
Basic City, Va., to Philadelphia, which
will be heard April 20th, in Washington.

FERRELL KILLED BY CONCUSSION

Boiler Explodes and Thrown
Far From Founda-
tion.

GOV. TO SUNDAY SCHOOLS

Baptist University for Women
Wins One Thousand Volume
Library.

(Special to The Times-Dispatch.)
RALEIGH, N. C., April 4.—In a boiler
explosion at a saw mill two miles from
Raleigh this morning, Ed. Ferrell, owner
of the plant, was instantly killed, and
J. T. Moore, one of the lessees of the mill
was seriously injured. Ferrell held the
position of janitor in charge of the State
Capitol building, and had gone out to the
mill with the new man he had employed
to run the engine. And at the time of
the explosion he was standing by the en-
gine, a stationary engine and boiler com-
bined, showing the new man how to
operate the machine. A three foot log
was on the saw carriage, and the saw
had just slabbled one side when the
crown sheet of the boiler gave way with
a terrific crash. The boiler engine was
thrown thirty feet from its foundation,
and Ferrell, who was standing close by,
in line with the course of the flying en-
gine, was hurled seventy-five feet, being
evidently killed instantly by the concus-
sion. His body was not mutilated, except
from the fall.

SUNDAY SCHOOLS.

The twenty-first annual session of the
North